



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

FOR SUMMER WEAR.  
**CREAM LUSTRES**  
TWO QUALITIES  
\$10.00 and \$12.50  
per piece of 30 yards.  
**ALEX. ROSS & Co.,**  
4, DES VUEX ROAD CENTRAL.

No. 17,482. 號二十八百四千七萬一第 日六十二月四年寅甲 HONGKONG, WEDNESDAY, MAY 20TH, 1914. 三拜禮 號十二月五年三國民華中 PRICE, \$3 PER MONTH.

## KNORR'S SOUP SQUARES.

HAVE YOU NOT TASTED THEM YET?  
TRY THEM TO-DAY AND YOU WILL ALWAYS BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

## F. BLACKHEAD & CO.

ICE HOUSE STREET,  
Close to Kowloon Ferry Pier.  
Tel. 66.  
Hongkong, 5th May, 1914. [495]

## GREEN ISLAND CEMENT COMPANY PORTLAND CEMENT.

In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 9th December, 1913. [1407]

## MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.  
AGENTS FOR  
SAKITO AND OYUBARI Coals.  
HEAD OFFICE: MARUNOUCHI, TOKYO.  
BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI."  
Codes: A.I.A.C. 5th Ed., Western Union.  
AGENTS: CHINKIANG—Messrs. GEARING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BORNHOLD & Co. LTD. GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., LTD.  
For Particulars, apply to: K. KATO, Manager, No. 2, Pender Street, Hongkong. Hongkong, 24th April, 1914. [514]

## PEAK TRAMWAY COMPANY LIMITED. TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 " " " " " 10 " "  
10.00 " " " " " 15 " "  
11.30 " " " " " 15 " "  
12.45 p.m. to 1.15 p.m. " 10 " "  
1.15 " " " " " 15 " "  
1.45 " " " " " 10 " "  
2.15 " " " " " 15 " "  
3.00 " " " " " 10 " "  
NIGHT CARS.  
8.50 p.m. and 9.00 p.m. 9.50 to 11.00 p.m.  
Every Half Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter Hour.  
SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 " " " " " 10 " "  
11.45 " " " " " 15 " "  
12.00 noon to 1.00 p.m. " 10 " "  
1.00 p.m. to 3.00 p.m. " 15 " "  
3.00 " " " " " 10 " "  
3.00 " " " " " 15 " "  
NIGHT CARS as on Week Days.  
Saturdays.  
Extra Car at 12 Midnight.  
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1913. [502]

## THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBURG & Co., GENERAL AGENTS).  
**OREGON PINE.**  
LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 BY 12" PLANKS TO 18 BY 18" LOGS.  
FLOORING, 1 BY 4", 1 BY 6", 1 1/2 BY 4" AND 1 1/2 BY 6".  
SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY.  
TELEPHONE NO. 1170. LETTER BOX 420.  
Hongkong, 20th May, 1914. [728]

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," YOKOHAMA.  
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.  
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.  
NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 451 ft.  
Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
32 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 69,248 square yards, or 14.1 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. [712]

## SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE  
(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraphy) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with	Wagon-Lit	Express	Par. Reg. Moscow	Connecting at Harbin with	Wagon-Lit	Express	Par. Reg. Moscow
1st Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	1st Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen
2nd Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	2nd Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen
3rd Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	3rd Class	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen	Shanghai (S.M.R. Trains) via Dairen

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train Berth Fee.  
THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.  
MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSUN THROUGH SERVICE.—Three-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimoda, London to Tokyo in 18 days; Peking to Tokyo in 4 days.  
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.  
TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.: Messrs. THOS. COOK & SON; REVERENDS. DEAN HANNOVER-AMERICA LINE; the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.  
Tel. Add.: "MANCHURIAN."  
Codes: A.B.C. 5th Ed., A.I. and Lieber's.

**FUSHUN COAL**  
THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.  
MINING DEPARTMENT.  
SOUTH MANCHURIA RAILWAY CO., DAIREN. [691]

THERE IS MANY A CAKE ON THE MARKET,  
BUT NONE LIKE "PANGANI."  
30 CTS. PER PACKET.

## WEISMANN, LTD.

## RUBEROID ROOFING.

THE ORIGINAL AND BEST PREPARED ROOFING.  
ESTIMATES GIVEN FOR ALL KINDS OF ROOF REPAIRS.  
SATISFACTION GUARANTEED.  
TELEPHONE NO. 236.

## THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Hongkong, 20th May, 1914. [726]

## MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I. A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contralto Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address "WADADOCK," KOBE.

	No. 1. Floating Docks.	No. 2.
Lifting Power	7,000 Tons.	2,000 Tons.
Max. Length of Ship taken in	460 Feet	380 Feet
Max. Breadth " " "	58 "	68 "
Max. Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shergels, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION  
28th May, 1913. [720]

## BECK & CO., BREMEN. KAISER BREWERY. BECK'S BEER, KEY BRAND. \$16.00 PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.  
HONGKONG AGENTS:  
**MACEWEN, FRICKEL & CO.** [368]

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The Works of FRIEDRICH NIETZSCHE. First Complete and Authorised English Translation, Edited by Dr. Oscar Levy.  
The Birth of Tragedy ... \$2.00  
Early Greek Philosophy and other Essays ... 2.75  
The Future of Our Educational Institutions ... 2.00  
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The Dawn of Day ... 4.00  
The Joyful Wisdom ... 4.00  
Thus Spake Zarathustra ... 4.50  
Beyond Good and Evil ... 2.75  
The Genealogy of Morals ... 2.75  
The Will to Power, 2 Vols. ... 8.00  
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Two Volumes, \$180. Edition Limited to 1,000  
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Buddhist Records of the Western World, translated from the Chinese of Hsien-Tsang (A.D. 629), 2 Volumes ... 13.00  
\$2.75 Each. Each. Each.  
Jest's Reference Book. The Woman's Book. The Modern Family Doctor.  
New Stock of the famous LOEWE PIPES.  
[20]

## HONGKONG HOTEL.

Recently Refurnished and Redecorated. Large Airy Public Rooms. Electric Lighting, Lifts and Fans. Suites de Luxe. Bedrooms with European Bath and Lavatory attached. Perfect Sanitation. A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
All Electric Trams Pass Entrance. One Minute's Walk from Ferry. Telephones on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System Throughout. Best of Food and Service. Hotel Launch Meets All Steamers. Telephone No. 373. Tel. Address: "VICTORIA."  
B. H. NORTH, Manager.

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE HOTEL.  
A FIRST-CLASS STRINGED ORCHESTRA. Renders Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tea and Dinner. Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

TELEPHONE NO. 197.  
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.

## PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.  
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Runner meets Steamers.  
P. O. FEUSTER, Manager. [1493]

## VICTORIA HOTEL.

SHAMSEEN-CANTON.  
Telegraphic Address: "VICTORIA, SHAMSEEN."  
SITUATED ON THE BRITISH CONCRESSION.

Hotel electrically lighted, and under experienced European Supervision. GUIDES AND CHAISES PROVIDED. Every Information and Special Attention given to Tourists.  
REASONABLE RATES.  
WM. FARMER, Proprietor. [333]

## SIEN TING.

SURGEON DENTIST.  
No. 10, D'ARAGULAR STREET.  
TEETH VERY MODERATE.  
Consultation Free.  
Hongkong, 24th March, 1914. [442]

## A LING & CO.

19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS STORE.  
Photographic Goods of Every Description in Stock.  
Developing, Printing and Enlarging. Canton Marbles in Various Shades.  
TELEPHONE 1219.  
Hongkong, 18th April, 1914. [585]



## INTIMATIONS

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& CO., LTD.,

ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND  
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THE GOVERNOR.WATSON'S  
HOUSEHOLD  
AMMONIA.FOR THE BATH, TOILET, AND  
HOUSEHOLD. Used in the Bath  
it promotes a healthy action of the skin  
counteracts all effects of perspiration,  
and is refreshing and invigorating.  
It is especially useful for cleaning  
Jewellery, Silver, and Plated Ware, etc.

## WATSON'S

CELEBRATED

## CORN SOLVENT.

A permanent, speedy and painless CURE for  
corns and bunions.

## WATSON'S

## SHAVING STICKS.

The cheapest and best in the market.  
They give a free and lasting lather,  
and impart a soothing feeling to the skin.  
For delicate and sensitive skins they are  
unequalled.A. S. WATSON & CO.,  
LIMITED,HONGKONG DISPENSARY AND  
KOWLOON DISPENSARY.

[19]

## DEATH.

JACOBS.—On May 19th, after a short  
illness, at his residence, 22, Shaikwan  
Road, EDWARD HENRY JACOBS,  
age 49 (of the Standard Oil Com-  
pany), the beloved husband of ROSINA  
GIDLEY JACOBS. Deeply mourned.  
[725]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the  
news columns should be addressed to THE  
EDITOR.  
Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication, but as evidence of good faith.  
All letters for publication should be  
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No anonymously signed communica-  
tions that have already appeared in  
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P.O. Box, 58. Telephone No. 12.HONGKONG OFFICE: 10A, DES VOUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 20th, 1914.

THERE would seem at last to be some  
probability of a more business-like attempt  
being made to deal with the deplorable  
state of the Note issue in Canton. We  
reproduced yesterday from the columns of  
the N.C. Daily News an important com-  
munication by our contemporary's Peking  
Correspondent stating that the Quintuple  
Group of Bankers have agreed to advance  
to the Central Government a million pounds  
sterling to be employed solely for the redem-  
ption of Provincial notes in Kwangtung, upon  
certain conditions, and it remains to be seen  
whether those conditions prove acceptable  
not only to the Government but the people.  
The principal conditions appear to be that  
the scheme shall be administered by a com-  
mittee composed of three foreigners, and  
that the operation of redemption shall be  
supervised by two foreigners and two  
Chinese cashiers. So far the offer may be  
regarded as "business-like," but that term  
can hardly be held to cover the expected  
Presidential Order which, it is stated,  
will be issued forthwith declaring thatthe Provincial notes are no longer legal  
tender and authorizing their exchange for  
Government notes at a price equal to  
their average value during the past  
three months—that is to say, at some-  
thing like one-third of their face  
value! A dollar note of the Provincial  
Government of Kwangtung at the pre-  
sent time is worth less than forty cents of  
the depreciated silver currency of the  
Province. It cannot be gathered from the  
statement we reproduced yesterday that the  
Quintuple Group is in any way responsible  
for such a basis of redemption, which, in any  
event, is a scandal of the first magnitude.  
It is admitted that the Note issue of the  
Province amounts to something like thirty-  
five millions of dollars, and the fear prevails  
that this estimate falls far below the total  
issue. Accepting for the moment the  
official estimate of thirty-five millions, it  
will be seen that the scheme of redemption  
will involve a loss to the holders of these  
notes of something like twenty-three  
millions. It is an outrageous thing for any  
Government to compel such a sacrifice and  
we do not see how it is possible for the  
Government to expect a people with such  
an experience to place confidence in the  
Central Government Notes which are  
intended to be substituted for the Provincial  
issue. We trust Mr. Wong Kine-fo, who  
the Peking Government has recently  
sent to Canton to inaugurate the Bank of  
China and to take steps for rehabilitating  
the Currency notes, may be able to devise  
some other scheme assuring the prospect of  
an eventual redemption of the notes at  
their face value. A Government cannot  
cheat its creditors in the manner proposed.  
Mr. Wong was reported to have brought  
down from Peking a sum of \$3,500,000,  
besides another million obtained from the  
Wai Fung Bank. These sums together  
with the ten millions of dollars which the  
Quintuple Group are prepared to advance,  
ought to afford a means of redemption on  
a more satisfactory basis than exchanging  
them for the new Government notes at a  
third of their face value. We cannot see  
that the scheme offers the smallest chance  
of success. The merchant who has ten  
thousand dollars worth of Provincial notes  
is not likely to surrender them for new  
Government notes of the face value  
of four thousand dollars. The alternative  
threatened, namely, total repudiation of  
the notes by the Government, would be  
an act of violent injustice likely to arouse  
bitter and enduring hostility to the  
Government; and this would probably cost  
the country more (than the sum required to  
rehabilitate the issue under conditions  
which would again secure for a note Currency  
the confidence of the public.The Sultan of Pahang died on the 9th  
inst. and was buried the following day.Mr. Southard P. Warner, the American  
Consul at Harbin, has committed suicide  
in hospital by shooting himself with a  
revolver. He had been through a long  
illness, and was suffering from mental  
depression.A Chinese who was found guilty of  
stealing a brass branch pipe and brass  
fittings from Holt's Godowns was  
sentenced to three months' hard labour  
for the theft of the pipe and an extra 14  
days for the theft of the other articles.Miss Clare Hillier, a younger daughter  
of Sir Walter Hillier, K.C.M.G., of 24,  
Kensington Court Gardens, London,  
formerly of China, is engaged to be  
married to Mr. P. S. Thornton, Assistant  
Manager of the Kailan Mining Adminis-  
tration, Tientsin.Mr. Thomas M. Ainscough, who has  
been appointed Special Commissioner by  
the British Board of Trade to investigate  
and report on the conditions and  
prospects of British trade in China,  
will arrive in China early next month.  
His mission is expected to last about a  
year.Dr. G. P. Jordan and Mrs. Jordan  
left yesterday for Home on holiday, pro-  
ceeding via the United States. They  
were passengers by the *Chiyomaru*,  
whose departure was delayed until six  
o'clock in order to enable passengers  
from Manila by the *China* to make the  
connection.The death occurred early yesterday  
morning of Mr. Edward Henry Jacobs,  
who was in the employ of the Standard  
Oil Company, at his residence, No. 22,  
Shaikwan Road. The deceased, who was  
42 years old, had been suffering for about  
a week from malignant malarial fever,  
which affected his heart. He was  
originally in the Army, first in the  
R.G.A. and then in the A.O.D., leaving  
the Army about six years ago to take up  
service with the Standard Oil Company.  
Surviving him are his wife and two  
grown-up children.The Hippodrome Circus at Causeway  
Bay continues to attract good houses  
nightly. Another matinee is announced  
for to-day.The troopship *Hardinge* arrived in  
port yesterday morning from Bombay  
with the 38th Sikhs, numbering about  
850 rank and file, under the command of  
Lieut.-Col. E. L. Sullivan. They are  
bound for Tientsin via Chingwantao.Captain J. S. Roach of the Douglas  
Steamship Co., Ltd., is leaving for Home  
this morning, by the *Kaga-maru*. Few  
skippers on the China coast are better  
known or more highly esteemed. Captain  
Roach has been with the Douglas Com-  
pany for the long period of thirty-four  
years and has had command of one or  
other of the Company's ships for twenty-  
eight years, having been latterly in the  
*Haitan*, in which he had made about 350  
trips between Hongkong and Foochow.  
A sudden breakdown necessitates his  
return to England, and a host of friends  
in Hongkong and the Coast ports will  
hope that the rest and change may  
speedily lead to his complete recovery.

## THE PLAGUE TOLL.

INCREASING WEEK BY WEEK.

The plague returns for the past week  
show that the fatal scourge is on the in-  
crease; there were 241 cases and 185  
deaths for the week ending May 16th.  
The plague was again severe in the City  
of Victoria, and in the district  
comprised between Western Street and  
Eastern Street, there were 22 cases and 99  
deaths. In the Yaumatei district of Kow-  
loon there were 30 cases and 10 deaths.  
Of the total number of deaths, two were  
Indians, three Asiatic Portuguese, one  
Japanese and the rest Chinese. Since  
January there have been 1,474 cases of  
plague and 1,301 deaths. In the City of  
Victoria during the past week 143 cases  
were discovered and in districts other  
than Victoria 98.During the same week there have been  
seven other cases of infectious disease,  
four proving fatal. One Chinese died of  
enteric fever and three from small-pox.

## SANITARY BOARD.

The usual fortnightly meeting of this  
authority was held yesterday, the Pre-  
sident of the Department (Mr. D. W.  
Tratman) presiding. There were also  
present—Hon. Mr. E. A. Hewitt,  
C.M.G., Colonel Irwin, Dr. Fitzwilliams,  
Messrs. P. W. Goldring, Chan Kai Ming,  
and Ng Hon Tsz, Dr. Francis Clark  
(Medical Officer of Health), Dr. W. W.  
Pearse (Assistant Medical Officer), and  
Mr. E. W. Hamilton (Secretary).

## THE OLD STAR FERRY WHARF.

Mr. GOLDRING, pursuant to notice,  
asked six questions regarding the con-  
venience at the old Star Ferry Wharf.  
The President, in reply, said that  
prior to the 13th inst. neither the As-  
sistant Medical Officer nor himself were  
aware of this nuisance. As long as the  
old Star Ferry Wharf was open it was  
the duty of the Inspector in charge  
of Health District No. 11 to visit this  
building regularly, but after the place  
was closed it became no part of his duty,  
it being presumed that the wharf was  
closed. When the old wharf was closed  
and the new one opened it was assumed  
that the animals would be closed at the  
same time, but unfortunately the doors  
and the windows had not been  
sufficiently secured. The old wharf was  
now out of the way of Europeans,  
except those going to and from the  
steamers at the Kowloon wharf, and he  
understood that the nuisance was only  
discovered accidentally by a Kowloon  
resident who had to take shelter at the  
old wharf from a heavy rainstorm. He  
(the President) regretted that this  
nuisance should have occurred, and he  
hoped the members would agree with him  
that they could not have eyes everywhere.  
There were only two District Inspectors  
in Kowloon, and they already had their  
hands quite full. The doors and windows  
of the conveniences had now been made  
secure, and the District Inspector would  
be instructed to go occasionally to the  
place to see that they were still in that  
condition. He was informed of the  
nuisance on the 13th inst. by the member  
who asked the questions, and he visited  
the place with an Inspector, and the  
nuisance was immediately abated.

## THE DAILY HEALTH RETURN.

Dr. FITZWILLIAMS asked the President  
if he purposed re-issuing the daily return  
of health.  
The President said that there was a  
great deal of work in the Department at  
present, and several members of the  
clerical staff had been ill, so it had not  
been issued. He would like to know the  
desire of the members on the matter.  
Hon. Mr. HEWITT said he did not  
think it advisable to issue it.  
Dr. FITZWILLIAMS agreed, and explained  
that his purpose in asking the question  
was to suggest that it should never be  
issued. It only created a panic.  
Hon. Mr. HEWITT—It only adver-  
tises our parlous condition.  
This concluded the business.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "COLUMBIAN" DISASTER.  
SURVIVORS' STORY OF SUFFERING.

HALIFAX, May 19th.

The *Seneca* has arrived in port, and the  
survivors of the *Columbian* were sent to  
hospital. The *Seneca*, on sighting the  
boat, saw that there was something wrong.  
Two men were rowing feebly, and the  
other two were lying at the bottom of the  
boat in an extremely weak condition.

## A HARROWING STORY.

The survivors of the *Columbian* state  
that two of their comrades died from  
hunger and exposure, but the majority  
drank salt-water. One of the last to die,  
a Russian fireman, tried to kill his five  
companions with an axe, and had to be  
overpowered. The eleventh to die expired  
on the morning of the rescue.First Officer Trire, of Liverpool, is  
suffering from gangrenous feet and will  
probably lose both.The narrative goes on to describe how  
the liner *Olympic* and two steamers were  
seen passing, but they did not sight the  
little craft, which afterwards fought a  
gale for three days, several times half-  
filling with water. The rations gradually  
shortened to one biscuit and half a pint  
of water daily for four, and the men  
were scraping crumbs, to make paste  
with leather from the boots of their dead  
comrades when the *Seneca* hove in sight.

## THE CRISIS IN MEXICO.

PRESIDENT HUERTA OFFERS TO RESIGN.

WASHINGTON, May 19th.

It is understood that President Huerta  
has authorised the Mexican mediators to  
submit his resignation if that be necessary  
to secure a settlement of the matter.

## DISAGREABLE ANTI-FOREIGN INCIDENTS.

American advisers report disagreeable  
incidents at Tampico, where the Rebels  
are behaving with great arrogance. They  
ordered a Dutch war vessel to leave the  
river, refused to allow 140 refugees to  
board the German steamer *Tiropanga* until  
the Consul actively intervened, and  
demanded large contributions from  
British and German residents towards a  
forced loan.

## FEDERALS DESTROY INTER-OCEANIC BRIDGE.

General Funston reports that retreating  
Federals blew up the inter-oceanic rail-  
way bridge, which is 163 feet long, in the  
vicinity of Vera Cruz.ANTI-JEWISH LEGISLATION IN  
RUSSIA.

ST. PETERSBURG, May 19th.

At an important Congress of the  
representatives of Russian commerce and  
industry, a resolution was passed protest-  
ing against the new restrictions imposed  
on Companies having Jews as directors.There were heavy falls, creating almost  
a panic, on the Russian Bourses last week  
as a result of these restrictions.SIR EDWARD CARSON BEYOND  
THE LAW.

LONDON, May 19th.

Speaking at Ipswich, Mr. C. F. G.  
Masterman said that the Government had  
been advised that it was impossible to  
obtain the conviction of Sir Edward  
Carson as his offence is hypothetical.

## AN ECHO OF A GREAT DISASTER.

LONDON, May 19th.

The death has taken place at Abersoch,  
Carnarvon, of Captain Lucas, the last  
survivor of the *Birkenhead* disaster.DEATH OF ADMIRAL SIR CHARLES  
DRURY.

LONDON, May 19th.

The death is recorded of Admiral Sir  
Charles Carter Drury, G.C.B., G.C.V.O.,  
K.C.S.I., F.R.G.S., who was Second Sea  
Lord of the Admiralty in 1903-08.[The late distinguished sailor was born  
in Canada in 1846, and entered the Royal  
Navy at the age of 13. He was made  
Rear-Admiral in 1899, Commander-in-Chief  
of the East Indies Squadron in 1902, at  
the Mediterranean in 1907, and at the North  
in 1908, retiring in 1911. He received the  
thanks of the Foreign Office for his services  
at Crete in 1896. He possessed many  
foreign decorations.]

[THROUGH REUTER'S AGENCY.]

LIBERAL LABOUR SPLIT.  
IN ENGLISH BY-ELECTION.

LONDON, May 19th.

The bitterness of the Liberal-Labour  
split which has occurred in the Chester-  
field bye-election is evidenced by Mr.  
Martin, the Labour candidate, advising  
the electors not to vote for him, but to  
vote for the Unionist candidate, Major  
Bowden, and not for the Liberal candi-  
date, Mr. Houston, who is making his  
opposition to Socialism a feature.Mr. Lloyd George, the Chancellor of  
the Exchequer, telegraphing to Mr.  
Houston, deprecates the division in the  
Progressive forces, but says he is not  
surprised at the Liberals protesting  
against the attitude of a candidate who  
was pledged not to appear on a Liberal  
platform.

## AN IPSWICH TURN-OUT.

The ex-Chairman of the Ipswich Liberal  
Association has seceded from the party  
and nominates Mr. Ganzoni (Unionist).

## NEW SOUTH WALES LOAN.

LONDON, May 19th.

The State of New South Wales has  
issued a loan of £3,000,000, bearing  
interest at 4 per cent., at a price of 99.THE SITUATION IN THE  
EPIROTES.

ALBANIA MAKES EXTENSIVE CONCESSIONS.

LONDON, May 19th.

The Albanian Government has made  
extensive concessions to the Epirotes  
regarding the formation of their own  
gendarmerie, language, education, and  
the appointment of Christian Governors,  
with locally-elected Administrative  
Councils, all under the guarantee of the  
Powers.

## THE "CHILDA" PIRACY.

At the Magistracy yesterday eight men  
and two women who are charged with  
complicity in connection with the piracy  
of the S.S. *Childar* were discharged on  
that particular charge, and as they were  
about to leave the Court were re-arrested  
for extradition proceedings. To-day  
they will appear in connection with this  
second charge, this step having been  
taken to expedite matters.ALLEGED LIBEL ON YUAN  
SHIH-KAI.

CHINESE PAPER IN MANILA SUED.

A libel complaint has been filed by the  
Chinese Consul-General of Manila  
against G. U. Liongson, Gan Boon Cho,  
Tin Ke Pek, and Lee Chai Chiong,  
editors and publishers of the local  
Chinese newspaper *Kong Zi Po*, which  
is alleged to have contained a libelous  
article. The article appeared under date  
of December 24th, 1914, under the heading  
"Cause of the unseating of the Kwok Bin  
Tong Members of Parliament."The editorial charged Yuan Shih-  
kai with having snatched the  
Presidency by contracting a loan with six  
foreign Powers, through the influence of  
gold coins. Having satisfied his  
ambition, the editorial further set forth  
that His Excellency proclaimed that he  
had power over life and death, promotion  
and degradation, which moved the editor  
of *Kong Zi Po* to the extent that "he burst  
into tears which wet his coat, and he  
could write no more."Among the witnesses for the Govern-  
ment are prominent local Chinese, includ-  
ing Siy Cong-Beng and Dr. Tee-Han  
Kee, also Detective Wm. Lamp, of the  
Secret Service Bureau.MANILA'S INCREASING  
POPULATION.Figures compiled by the Secretary of  
the Manila Municipal Board show that  
the population of the town has increased  
by approximately 30 per cent. The  
population is given as totalling 233,943,  
which includes 5,500 transients. This  
number is made up as follows:—Americans  
5,474; Filipinos 238,469; Spaniards  
4,406; other Europeans 1,505; Chinese  
16,657; other nationalities 1,900. The  
1913 census showed the population of  
Manila to be 219,925, so that the present  
figures reveal an increase of 47,018.

## NO TAX ON FIGHTING COCKS.

Isabelo de los Reyes, a member of the  
Manila Municipal Board, is greatly  
grieved at his inability to get the  
Municipal Board to impose a tax on fight-  
ing cocks. "By my attitude on this  
matter," he says, "I have antagonized  
the cockpit owners and all to no end. I  
don't want to be a concejal any more,  
and if I am ever elected to the Assembly  
I shall not take my seat, for if they won't  
listen to me here on the Board, the devil  
knows what would become of my efforts  
in the Legislature."

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CHINA SERVICE.  
MUZZLING THE PRESS.

PEKING, May 19th.

The ill-advised measures taken by the  
Peking Military Police against the  
Editor of the Peking *Jih Pao*, Mr. Chu  
Chi, it is said on account of his publish-  
ing premature news of Hsu Shu Cheng's  
appointment as Vice-Minister for War,  
has evoked great excitement in the Peking  
Press. It is curious to note that the  
Ministry of War regards the report of the  
Peking *Jih Pao* as divulging military  
secrets. By bringing about the passing  
of sentence on Chu Chi, the Minister of  
War would not only throttle the Press,  
but make himself a laughing stock for his  
conception of the matter.

## BARON SHIBUSAWA.

PEKING, May 19th.

Baron Shibusawa is expected at Peking  
to-day, and Yang Shi Chi, Chairman of  
the Society for the promotion of Sino-  
Japanese industrial enterprise, will  
receive him on behalf of the Government.

## EUROPEAN SERVICE.

## THE ELECTION LAW.

BERLIN, May 19th.

The Liberals in the Prussian Landtag  
asked the new Minister of the Interior,  
Herr v. Loebell, whether he intended to  
deal with the proposed reform of the  
Election Law, for which they proposed the  
secret direct vote.Herr v. Loebell answered that he had  
only been in office ten days and had not  
had time to occupy himself with the  
matter, but that he had no intention to  
draft a Bill in the proposed sense.

## RUSSIA'S DOMESTIC POLICY.

BERLIN, May 19th.

A Russian Imperial Council has been  
held at the Czar's castle at Livadia in  
the Crimea. The Vice-Governor of  
Caucasia, the Premier, and the Ministers  
of Agriculture, Home Affairs and  
Finance were present. The subject of  
the Council's deliberations was the  
interior policy.

## THE PANAMA CANAL.

LONDON, May 19th.

The Panama Canal is to be opened for  
the passage of merchant ships on the  
1st July this year, and small steamers  
will no doubt use it, but it is not likely  
that large vessels will do so at an early  
date, since the danger of earth-slides has  
not yet been overcome.

## AN AVIATION MEETING.

BERLIN, May 19th.

During the "Prince Henry Aviation  
Meeting" 15 flyers completed both the  
stages on the first day. Two aviators met  
with accidents.ASIATIC AND AFRICAN  
LANGUAGES.

## COLLEGE TO BE FOUNDED IN LONDON.

LONDON, May 19th.

The foundation of a college in London,  
for teaching Asiatic and African  
languages of a similar standard to those  
established in Berlin and Paris, is im-  
minent. The British and Indian Govern-  
ments guaranteed one half of the yearly  
expenses and Lord Cromer and Lord  
Curzon have issued an appeal to the  
public to raise the balance.

## ITALY AND THE SAHARA.

BERLIN, May 19th.

The British Government has informed  
the Italian Ambassador that the Kufra  
oasis with its hinterland would be  
assigned to the Italian Colony of  
Cyrenaica.AN AGREEMENT IN THE  
EPIROTES.

BERLIN, May 19th.

The negotiations between the Albanians  
and Epirotes at Corfu have resulted in  
an agreement.DUTCH MARINES LANDED AT  
TAMPICO.

BERLIN, May 19th.

Dutch Marines were landed at Tampico  
for the protection of Netherlands oil  
interests.



## SUPREME COURT.

Tuesday, May 19th.

IN CRIMINAL JURISDICTION.

BEFORE MR. F. A. HAZELAND (PUISE JUDGE).

A CHARGE OF EMBEZZLEMENT.

U. M. Lai, a former partner in the Tai Fung firm, was charged on four counts with embezzling and misappropriating two sums of \$3,000 and \$1,500, the monies of the firm, on divers dates since October 9th, 1909. He pleaded not guilty.

The Attorney-General (Mr. J. H. Kemp) prosecuted for the Crown and Mr. E. C. Jonkin (instructed by Mr. Leo Almada) defended.

The following jury was empanelled:—Messrs. W. P. South (foreman), W. B. Storer, J. Simpson, M. Baptista, J. H. Mead, G. Duncan and Mok Man Cheung.

The Attorney-General explained that the reason why the prisoner was not charged before was because, and it was not unusual, he disappeared from the Colony just after the events referred to in the indictments, and it was not known when he was. In 1909 he was a partner in the firm of which he was also manager.

As manager he had the key of the safe which contained money and old promissory notes which had been repaid and returned to the firm. The prisoner, having the key of the safe, could, of course, take money and notes out of it. The practice was that when he took money out of the safe he accounted for it to the accountant, who would make the necessary entries. The case was a simple one so far as the facts were concerned.

On the 9th October, 1909, prisoner obtained from the accountant the sum of \$3,000, which he said he was going to use to repay a loan of \$3,000 to the Kum Sang Bank. The Bank had had previous dealings with the firm, and some time previously had loaned the firm two sums of \$3,000 each. One of these sums had been repaid by the firm and the Bank had given a promissory note for this. Prisoner told the accountant he was going to pay off the second loan. Prisoner went away with the money and actually came back with a promissory note, but doubtless this was the note for the previous payment, which he had taken out of the safe. It had now transpired that prisoner had not paid that amount to the Bank and did not account for it in any way. On October 13th of the same year prisoner obtained two more sums of money of \$1,000 and \$500 from the accountant. This, he said, he was going to lend to the Kum Sang Bank. He did not do so, failed to account for it, and from that time disappeared. On the following day the Bank asked for payment of the \$3,000 loan and the firm then discovered that the money had not been paid. Subsequently the firm went bankrupt and the business was assigned by the Official Receiver as trustee to another man, and the books were handed over. Prisoner had not given a favourable explanation of why he took the money, and therefore he could not refer to what the defence might be.

The accountant supported the Attorney-General's statement, and after this witness had been cross-examined the hearing was adjourned until to-day.

## AN OFFICE-BOY'S DUPLICATE SAFE KEY.

At the Magistracy yesterday, Captain Lukhmanoff, of the Russian Volunteer Fleet, charged a Chinese office-boy with the theft of notes. It appeared from the story for the prosecution that Captain Lukhmanoff had been missing currency notes from his safe for some months. He did not suspect theft until recently. He thought of a plan to settle the matter, and speedily put thought into action. He placed a bundle of notes in the safe, and carefully traced a line at the edge of the notes. Next day, on going to the safe, he found that the notes had been moved. The police were called in, and a search was made of the office-boy's belongings, a duplicate key to the safe being discovered, with the aid of which it was thought the defendant stole systematically. He was entrusted with the keys when the prosecutor went to the Post Office, and thus would have an opportunity of securing a duplicate. The Magistrate sentenced the office boy to six weeks' hard labour and four hours' stocks.

## REPORTED CURE OF A LEPER.

Cured of leprosy after three years' residence at Culion leper colony; Valentin Yago, of Sinit, Ilocos Sur, has returned to his home on probationary observation. He arrived at Culion on May 11th, 1911, nearly three years ago, and was immediately given the chaulmoogra oil treatment by hypodermic injection, which is being thoroughly tested in that institution. For the past two years his blood tests have shown continuously negative, and it is believed a permanent cure has been effected. This is the fifth case of leprosy reported cured in the Philippines.

## ACTIONS AND REACTIONS IN CHINA.

## VIII.—COMMUNICATIONS.

The difference between old China and the new China that is springing up finds one of its most striking exemplifications in the facilities for communication of all sorts that are developing. Thirty years ago even the capital was, during the winter months, practically cut off from the outer world, and the only means by which communication was maintained was a line of couriers to Chinkiang. Another decade showed very little accomplished in the way of improvement; the only essential difference at the end of that time was that Peking was linked up by telegraph with most of the important centres of the Empire, but the only way of approach to it still remained the time-honoured route along the canal to Tungchow and thence by road. The railway was, however, creeping on, and three years later saw the Tientsin-Peking system opened, although, as a matter of fact, the line stopped a couple of miles short of Peking, and passengers had to complete the journey by tram or mule-cart. To go back only ten years even, the contrast between then and now is still striking—the Post Office that has now attained such a degree of organization was still but partially developed, and the only completed railway leading to the capital was that linking it with Mukden, whereas now Peking has railway communication with eleven provincial capitals—Tsitsihar, Kirin, Mukden, Tientsin (and Paoing), Tsinan, Kaifeng, Taiyuan, Nanking, Soochow, Hangchow, and Hankow (for Wuchang)—as well as with seaports such as Tsingtau and Shanghai and with Inner Mongolia at Kalgan. Nor are these developments confined to Peking and its dependencies, though, as is to be expected, it is there that the most marked improvements have been effected.

Since railways first became, in 1898, a live issue in China, they have never ceased to be storm centres, and almost without exception every concession or contract has been preceded by a long and strenuous tripartite struggle between the would-be concessionaires, the Peking Government, and the provincial leaders, not to mention the competition between rival Powers. This took its most marked form in the cases of the Canton-Hankow Concession, which was finally redeemed and cancelled as the result of Hunanese opposition; of the Hangchow Railway, where the provincial opposition took the extreme form of an independent attempt to construct the line, and where the Central Government's dealings were remarkable for their duplicity; and in the case of the Szechuan railway, for which large sums had been subscribed in the province and had vanished, so that the decision that the undertaking should be adopted by the Central Government excited the most violent opposition, and proved ultimately the spark to fire the mine that overwhelmed the old régime in Autumn of 1911. These movements were a large extent special manifestations of that struggle between the Central Government and the provinces that is such a marked feature of China's modern history; their cause might also be traced in part to fears of the consequences of the influence acquired by Russia and Germany under the Manchurian, Peking-Hankow, and Shantung railway concessions, and to dread of the results that might follow a wholesale foreign penetration on the same lines.

All the cases here referred to have had great influence on the course of political events, particularly in encouraging the development of the provincial spirit and in evoking the campaign for "the recovery of sovereign rights" which is so closely associated with Young China, but in each case the question involved is, at bottom, one of finance or administration (these ramifications of the railway question are dealt with at length by Mr. Bland in *Recent Events and Present Policies in China*), and it is only indirectly that railways as means of communication or locomotion are concerned. Another undesigned way in which railways have operated in China has been in the exercise of an educative influence, which nowhere finds stronger demonstration than in the contrast between the universal and ready acceptance of railways *quid* railways now and the difficulty with which they were at first established. The history of China's early railway enterprises is worth recalling; the subject was first broached as long ago as 1862, when some foreign merchants at Shanghai sought to obtain from Li Hung-chang permission to construct a line from Shanghai to Soochow, but the time was evidently not ripe for anything of the sort. Other projects were brought forward from time

to time, but none came to anything until Messrs. Jardine, Matheson & Company, Limited, set about to link up Shanghai with its outer port, Woosung, by means of a light railway. They immediately met with all the obstacles that have since become unpleasantly familiar to railway engineers—official opposition made the purchase of land as difficult as possible; landowners feared to sell lest on the one hand they should incur official displeasure, and on the other lest the new invention should disturb the *fung-shui* of the district. The power of the purse prevailed in the end, however, and in 1876 the ten miles of railway was completed. When trains started running a soldier was induced by the officials, in consideration of a reward to be paid to his family, to throw himself under the wheels in the hope that thus the luck of the line would be destroyed. The line, however, was an instant success, and became immensely popular in spite of repeated official fulminations against it. Its very popularity proved its undoing, for it convinced Peking of the revolutionizing effect this new means of transport might have, so the line was, within a year, bought up, lock, stock, and barrel, taken up and dumped in Formosa.

It was in Formosa, too, that the first officially sanctioned railway on Chinese soil was constructed. This was done by Governor Lin, when the capital was transferred inland after its bombardment by the French in 1885. This transference necessitated instituting some means of communication between the new capital and the coast, as a short railway was constructed. The railway (on which, by the way, postage stamps took the place of tickets) was built by military labour and was far from being a success. In the meanwhile, however, the germ of China's future railway system had come to light and was developing in a curious way.

The real start of China's railways goes back to the China Merchants' Steam Navigation Company. The ships of this company needed coal, and, to avoid the necessity of procuring it from Japan, the Kaiping mines were opened up. The mines are 20 miles from the sea, so the problem of bringing the coal to the ships soon obtruded itself. A railway was proposed, but *fung-shui* proved too strong an objection, so in the end a tramway, with mules as the motive power, was decided on. Mr. Kinder, the engineer-in-charge, whose name will always be honoured as that of the father of China's railways, had the insight to insist on the standard (4ft. 8½ in.) gauge being adopted for this, and as soon as the tramway was in working order, he started experimenting with a home-made locomotive. An old horizontal engine was fitted to a trolley, and the results of this experiment soon convinced everyone of the superiority of mechanical traction, while the gradual stages by which the innovation was introduced, and the fact that the locomotive was a Chinese product, went a long way to disarm opposition. It was not long before a tank engine was built to succeed the introductory makeshift, and so the project developed. The line was soon extended to Taku and Tientsin, and, later, to Peking and Mukden; including branches, it now consists of some 300 miles of track, possesses 124 locomotives, and carries every year some three million passengers and three million tons of freight, making an annual profit of some eight million dollars.

1898 witnessed the beginning of the active development of China's railway system throughout the country, and saw her almost overwhelmed under the multiplicity of lines that were proposed and scrambled for during the "battle of concessions" (to use Lord Salisbury's phrase). Construction went on apace—comparatively speaking—after 1900, and some of the distinctive incidents in this connection of the last few years have been already noted. To these should be added the fact of the construction of the Peking-Kalgan Railway (124 miles, with extension to Yang-kao Hsien, 80 miles, and branch from the Hsi-chih Men, Peking, to the coal mines at Mentoukou, 16½ miles) as a purely Chinese undertaking, no foreign assistance and no foreign funds being admitted, although, as a matter of

fact, this did not prevent constant recourse to Mr. Kinder and the Tooghan staff for plans and advice, while the scheme was financed from the profits of the Peking-Mukden Railway, under foreign management. Be that as it may, the achievement of this difficult undertaking was highly creditable to the Chinese engaged on it, and the fact of their success (nominally unaided) gave additional force to the cry for the "recovery of sovereign rights" and for the construction of China's railways by China herself.

There are now nearly 6,000 miles of railway in working order in China, and about 2,200 miles under construction. (This completed mileage is approximately equal to Japan's, very slightly greater than that of Belgium, and about one-fourth that of the United Kingdom.) Chinese railways carry annually over 20,000,000 passengers and 16,000,000 tons of freight. The lines proposed are legion—scarcely a week passes but some new project, of greater or less feasibility, is mooted, and a list of the schemes at present in the air would fill a page—but, ignoring those that are imaginary or mere pious aspirations, and leaving on one side the grandiose proposals of Dr. Sun, China's future railway programme still commits her to the construction of some 8,500 miles more.

The difficulties that attended the inauguration of the Chinese Post Office were diametrically opposed to those encountered when railways were introduced. The opposition to the introduction of railways sprang from a prejudice against them and a determination to keep them out of the country if possible; the obstacle to be overcome in the case of the Post Office was a firmly rooted indigenous institution serving the same ends. There has, indeed, been a Government Post Office in existence in China for over 3,000 years, in the shape of the *l-chau* or Courier Service, but this actually served the purposes of a Post Office as little as did the *Ching-pao* that of a newspaper—it existed solely for the purpose of forwarding official despatches to and from Peking, and, during the last few years of its existence, for the enrichment of the provincial officials who drew the allowance for its maintenance but utilized the Post Office in its stead.

It was not from this official agency that the difficulties arose when the establishment of a national Post Office was commenced, but from the letter shops which had hitherto met all the letter needs with regard to the transmission of non-official correspondence. These letter shops would seem to have been first set up by remittance bankers and large merchants to keep the various branches of the firm in touch with each other; other people's letters were similarly handled for a consideration, and so the system developed until its ramifications covered the whole country, and thus a powerful vested interest was built up, and it was from this source that the opposition to the national Post Office came. These letter shops—many of which are still in existence—possessed certain advantages, in particular that of flexibility. The time of closing and of despatching mails could be adapted to the convenience of customers, payments could be made either at a contract rate for the year, or per letter; charges were reduced to large and reliable, if slow; in short, this private trade in letter carrying was a firmly rooted in China and served its purposes so satisfactorily that it was only by proving itself superior in a keen competition—by demonstrating that it was more speedy, more regular and punctual, and cheaper—that the national Post Office was able to make any headway.

(To be continued.)

## FIRE-PROOF WALLS.

## AMENDED MANILA BUILDING ORDINANCE.

Under the revised and amended conditions of the Manila Building Ordinance all buildings erected in future in the area comprised by the eastern La Reyna, the eastern Quiapo, San Miguel, the Pasig River and Manila Bay must be built with fire walls and fire-proof partitions, and all such structures within the district must be of strong materials such as concrete, stone, brick, iron, steel, or hard wood. The distance between firewalls must be not more than 30 meters and the area enclosed not over 100 square meters. The fire walls must be of reinforced concrete and not less than eight inches thick.

## PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised and unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT

THE MEDICAL HALL.

HONGKONG.



1051

## MINERAL WEALTH OF HUNAN.

## THE INTRODUCTION OF FOREIGN CAPITAL.

The report of the Acting British Consul at Changsha on the trade of that district during 1913, which will shortly be issued, contains some interesting information on the affairs of Hunan. It states:—

The prosperity of Hunan, in the absence of any important manufactures, is mainly dependent on its mineral deposits and its agricultural produce. As regards the latter, there is no opening under present conditions for the development of foreign trade. The crops and market produce are grown on primitive lines by small farmers who would look with disfavour on the introduction of foreign machinery and agricultural implements, which, indeed, they would not be in a position to purchase. In the matter of mining enterprises, on the other hand, the Hunanese, though of a very conservative temperament and in their clannishness opposed to admitting foreigners to a share of possible profits, have lately begun to realise that, without the adoption of foreign machinery and methods, they will be unable to do more than merely scratch at the surface of their most valuable deposits, and they fully understand that the acquisition of such machinery and foreign expert assistance is beyond their means, and that, consequently, if their mines are to be properly exploited, the introduction of foreign capital is inevitable. As an instance of this it may be mentioned that the output of the Shui-kou-shan lead and zinc mines has been pledged to a German firm for six years in return for a loan of T\$1,000,000 (about £150,000) without interest; a light railway brings the ore down from the mines to Sung-po, on the Siang River, where it is roughly smelted to reduce transport expenses. It is understood that the German firm in question has found this an exceedingly profitable investment, and proceeds on similar lines would doubtless prove equally remunerative to United Kingdom firms. Clauses in such loan agreements place the supply of the necessary machinery in the hands of the financing party and provide for expert supervision. For such undertakings local representation in China is essential, and the sanction of the Central and Provincial Governments must be sought and obtained. Nothing further has been done in the matter of the Changsha waterworks scheme. The subscriptions towards the necessary capital were not forthcoming, and a British company has been approached with regard to a £200,000 loan. It is doubtful, however, whether a sufficiently good security for the loan can be found. A German firm has obtained a contract for installing an up-to-date telephone service in Changsha to replace the former installation, which worked but indifferently. It is proposed to connect Changsha with Siangtan and Wuchang by telephone.

The big increase in the importation of aniline dyes and artificial indigo shows what can be done by means of travelling agents, conversant with the Chinese language, the total imports of these goods having been practically quadrupled in two years, although political unrest and currency troubles must have hampered considerably the development of the trade in the interior. The method of pushing business is one that has been advocated for many years by H.M. Consul in China, and has been adopted with conspicuous success by dealers in cigarettes, patent medicines, kerosene oil, sewing machines, sewing cottons, &c.

## THE WRECK OF THE SWEDISH STEAMER "NIPPON."

## SEQUEL IN THE MANILA COURTS.

Judgment for P.74,298.30 has been given for Messrs. Erlanger & Galingier in an action in the Manila Courts against the Swedish East Asiatic Steamship Co., this amount being one half of the net proceeds of the steamer *Nippon*, which was saved by the plaintiff Company.

The sum of P.71,328.53 was also awarded to the Teuton Oil Works, owners of the copra cargo carried by the *Nippon*. The Tokyo Marine Insurance Company is also given judgment in the sum of P.2,370.98, one half of the proceeds of the sale of 1,000 cases of vegetable oil which was also included in the *Nippon's* cargo. The plaintiffs in the action brought suit to recover P.100,000 and asking to be reimbursed for money expended in salvaging the cargo, together with one half of the value of the cargo. The suit has been before the Courts for the past ten months.

The steamer *Nippon*, travelling from Manila to Singapore, was wrecked on Scarborough Reef outside of Corregidor last May, during a severe typhoon. The master of the vessel and the crew abandoned the *Nippon* as a derelict. Hearing of the abandonment of the steamer, Erlanger & Galingier chartered the cutter *Alondra*, and sending her to the scene of the wreck saved the cargo. Later the master of the *Nippon* returned from Hongkong and laid claim to his vessel, contending that it had been abandoned but temporarily. Erlanger & Galingier brought action in Court for the recovery of P.215,000, claimed to be due them for salvage of the *Nippon*. The vessel's cargo, under an order of the Court, was turned over to the Customs and sold at public auction. The total amount realized from the sales was P.148,000.

The suit for the salvage of the vessel was settled out of Court, the *Nippon* being allowed to depart upon the payment of P.145,000 to Erlanger & Galingier by the owners of the steamer. Action was then brought by Erlanger & Galingier for the recovery of P.215,000, covering the costs and expenses incurred in the salvage of the cargo and one-half of the value of the property saved.

## NO PARDON FOR VICENTE SOTTO.

According to the *Gablenews-American* Governor-General Harrison has refused to pardon Vicente Sotto, now a refugee from justice in Hongkong. He made his record of refusal in a letter to the local Baron Stuard, a Russian priest in charge of the parish of San Ildefonso, Balikan.

## MORE FORGERY OF CANTON PAPER MONEY.

## A SCHEME IN TOKYO NIPPED IN THE BUD.

Another Canton Currency Case is reported. Two Chinese were arrested by several detectives of the Kanda Police Station in Tokyo on the 6th inst., at about 9 p.m., while leaving the house of one Yokichi Matsuyama, a printer, at Omotejimb-cho, Kanda. The two Chinese are now under examination at the Police Station.

Though the details of the case are not published, the *Asahi* understands that one of the Chinese is a Cantonese, who has been living at Aoyama-Minami-cho, Akasaka, under the name of "Yamashima." He is one of the Chinese political refugees now in Japan watching for an opportunity to rise in revolt against the present Government in China. It appears, says the *Asahi*, that he asked the Japanese printer to print Canton notes to the value of Y1,000,000 with a view to raising war funds. Matsuyama, the printer, was, however, fully alive to the gravity of the forgery, and reported the matter to the Nishikicho Police Station in Kanda on the 30th ultimo. The Police authorities asked the printer to watch the movements of the Chinese. Quite ignorant of any arrangement between the printer and the Police, the Chinese invited the printer to the Isobei restaurant at Monzen-Naka-cho, Fukagawa, on the evening of the 1st inst., and asked him to enter into a contract, on condition that one per cent. of the total sum should be given him. The printer pretended to agree, as he was afraid his refusal would arouse suspicion, and written contracts were exchanged between the parties. The Chinese were taken into custody as they were returning from a visit to the printer to pay him Y35 as evidence of their good faith. *Japan Gazette.*

## INTIMATIONS

CHS. J. GAUPP &amp; CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN &amp; WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

134

CALDBECK,

MACGREGOR &amp; CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

CANTRELL &amp; COCHRANE'S DRY GINGER ALE.

NOW EXPORTED TO HONGKONG

FOR THE FIRST TIME, BUT LONG

FAMOUS AT HOME AND IN THE

COLONIES AS THE FINEST

AROMATIC GINGER ALE

ON THE MARKET.

PER DOZ. PINTS ... \$3.20

" " SPLITS ... \$2.60

SEND FOR A FREE SAMPLE.

131



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

F.O. Box, 55. Telephone No. 18.  
Telegraphic Address: "Press."  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS



NOTICE.

THE OLD STAR FERRY WHARF at the end of SALISBURY ROAD, Kowloon, will be OPENED to the Public from FRIDAY, the 22nd inst.

The WOODEN PIER at the South end of CANTON ROAD, Kowloon, generally known as the "POLICE PIER," will be CLOSED to the Public on and after FRIDAY, the 29th inst.

A. F. CHURCHILL,  
Director of Public Works.  
Public Works Office,  
Hongkong, 18th May, 1914. [727]

S.S. "POLYNESIAN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Danube" from La Palice, ex s.s. "Leroy Lallier" from Havre, ex s.s. "Danube" and from Bordeaux ex s.s. "Cantrai" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognized.

All damaged packages will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 17th May, 1914. [72]

## NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA."

FROM SAN FRANCISCO JAPAN PORTS  
AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining undelivered THURSDAY, 21st May, at 5 P.M., will be subject to landing charges, and if undelivered FRIDAY, 22nd May, at NOON, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown, MONDAY, 25th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 19th July, otherwise they will not be recognized.

R. C. MORTON,  
Agent.

Hongkong, 19th May, 1914. [33]

NORDDEUTSCHER LLOYD, BREMEN.  
FREIGHT LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"BORKUM."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All Claims must reach us before the 3rd June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MEUCHERS & Co.,  
General Agents.

Hongkong, 19th May, 1914. [118]

## WANTED.

TENDERS for STEEL FRAME WORK for Coolie Lines. Detailed plans on application.

Also a quantity of Old Corrugated and Bar Iron, a Horizontal Steam Engine 20 H.P. and a Circular Saw Bench.

Address: GENERAL MANAGER,  
PULAU RULANG RUBBER &  
PRODUCE CO., LTD.,  
Pulau Rulang.

Care of Messrs. BERN, MEYER & Co., Ltd.,  
Singapore.

[704]

## PUBLIC COMPANIES

THE CHINESE ENGINEERING AND  
MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1914.

THE Board having declared an INTERIM DIVIDEND OF ONE SHILLING per Share, free of Income Tax, for the year ending 30th June, 1914, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presenting No. 3 Coupon on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.  
THE RUSSO-ASIATIC BANK.  
THE BANQUE BELGE POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels as the Holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER,  
KAILAY MINING ADMINISTRATION,  
Hongkong, 18th May, 1914. [709]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on WEDNESDAY, the 27th May, 1914, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 30th May, 1914, both days inclusive.

JOHN D. HUI PHREYS & SON,  
General Managers.

Hongkong, 18th May, 1914. [721]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 28th May, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April 1914.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 23rd, to THURSDAY, 28th instant, inclusive.

By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.

Hongkong, 16th May, 1914. [714]

## INTIMATIONS

SOCIÉTÉ DES PULPES ET PAPIERIES  
DU TONKIN.

## NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock P.M.

Objects of the Meeting:—  
To authorize an issue of 2,000 New Preference Shares of 350 each in place of an issue of 3,300 New Preference Shares of 350 each previously notified.

By Order,  
LOWE, BINGHAM & MATTHEWS,  
Local Secretaries.

Hongkong, 1st May, 1914. [866]

IN THE SUPREME COURT OF  
HONGKONG.

COMPANIES (Voluntarily Winding-up).

IN THE MATTER OF THE COMPANIES  
ORDINANCE 1911.

and

IN THE MATTER OF THE PAN HING  
HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of THE PAN HING  
HOTEL COMPANY, LIMITED

(司公限有店酒興賓), will be held at Messrs. U. RUMARY & Co.'s Office at No. 6, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 9th May, 1914, at 2 o'clock in the Afternoon, for the purpose of confirming the following EXTRAORDINARY RESOLUTION as a SPECIAL RESOLUTION, that is to say:—

"That the Company be wound up voluntarily

and that Mr. LO WAI SUN (呂蔚文),

Manager of the Company, be and he is hereby

"appointed Liquidator for the purpose of such

"winding-up."

Dated the 14th day of May, 1914.

By Order of the Board,  
LO WAI SUN,  
Manager.

[705]

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the CANTON INSURANCE  
OFFICE, LIMITED, will be held at the  
Offices of the Company, No. 16, Pedder Street,  
Victoria, Hongkong, on THURSDAY, the 4th  
June, 1914, at 11.15 o'clock in the Forenoon,  
when the subjoined Resolution, which was  
passed at an Extraordinary Meeting held on  
18th May, will be submitted for confirmation  
as a Special Resolution.

"That Article 84 of the Articles of Association be altered by substituting the words 'Twenty-five' for the word

"Fifteen."

JARDINE, MATHESON & Co., Ltd.,  
General Agents.

Dated Hongkong, 18th May, 1914. [723]

WANTED.

AN EXPERIENCED TYPIST and  
STENOGRAPHER for Correspondence  
in English and if possible in German.  
Apply to—  
Care of "Daily Press" Office,  
Hongkong, 18th May, 1914. [717]

## INTIMATIONS

LANE,  
CRAWFORD & Co.

(ESTABLISHED 1850).

(TELEPHONE 97).

## NEW

BATHING  
COSTUMES

IN ALL COLOURS.

BATHING CAPS

AND

SANDALS.

BATH ROBES

AND

TOWELS.



WATER POLO BALLS.

MEN'S SWIMMING SUITS

FROM \$1.50 EACH.

LANE, CRAWFORD &amp; CO.

[38]



THE NAME  
REMINGTON  
STANDS FOR

The Longest History.  
The Widest Experience.  
The Greatest Manufacturing Resources.  
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRM and ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.  
REMINGTON  
TYPEWRITER COMPANY  
(Incorporated).

SIEMSEN &amp; CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa

[54]

## HAVE YOU USED

KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE  
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

## TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—  
KAMINIA PERFUMERY COMPANY,  
Bombay, India.

[667]

WM. STEWART &amp; CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—SIZES to Order.

Phillipine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Hongkong, 2nd May, 1914. [662]

## NOTICE.

IT is proposed to hold an OLD RUGBEIAN DINNER on FRIDAY, the 29th May, at 8 P.M., at the HONGKONG HORSE R. O. HUTCHINSON, Esq., has kindly consented to take the Chair.

Old Rugbeians wishing to be present are requested to send in their names to—  
A. E. W. SALT,  
The University.

Hongkong, 18th May, 1914. [718]

## NOTICE.

NOTICE IS HEREBY GIVEN that on and after the date hereof the Business of Exchange and General Broker and Storage, heretofore carried on by me under the style or Firm of Messrs. CHAIY & COMPANY, at No. 38, Queen's Road Central, Victoria, Hongkong, will be carried on by me under the name and style of MESSRS. D. H. COOPER & COMPANY at the same address.

Dated 15th May, 1914.

D. H. COOPER.

[708]

## ENTERTAINMENTS

HIPPODROME  
CIRCUS AND MENAGERIE.

TO-NIGHT! 9.15 TO-NIGHT!!

AND EVERY EVENING INCLUDING SUNDAYS.

LOCATION: CAUSEWAY BAY.

OUR FIRST GRAND CHANGE OF PROGRAMME!

NEW AERIAL ACTS.  
NEW EQUILIBRISTIC ACTS.  
NEW SENSATIONAL ACTS.  
NEW ACROBATIC ACTS.  
NEW EQUESTRIENNE ACTS.  
NEW TERPSICHOEAN ACTS.  
NEW ENTREES, ETC., ETC.

ALSO INTRODUCING FOR THE FIRST TIME IN HONGKONG

HIGH BARS AND TRAMPOLINE ... BY MILTON AND MORA.

SENSATIONAL AERIAL FEATS ... BY SIGNOR SERRA.

DARING WIRE ACT ... BY MISS MARIE.

FAMOUS RUSSIAN DANCE ... BY EIGHT LADIES.

A Programme Full of Brilliance from start to finish.

GRAND MATINEE—TO-DAY AT 4 P.M.

Box Plan at ROBINSON PIANO Co., Ltd.

Special late Trams after every Performance.

Hongkong, 18th May, 1914. [64]

## INTIMATIONS

RADIUM  
THERAPY.

We can Supply

RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angiomas (Port-wine-stain), Warts, etc., and any other wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.,  
Representing—  
WERNER RUDENBERG & Co.

(Shanghai).  
(RADIUM-HEIL-GESELLSCHAFT  
m.b.H., Berlin).

[641]

## RADIUM

EMANATION

THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., Ltd.,  
and

MESSRS. THE MEDICAL HALL  
to Supply our

SAUBERMANN RADIUM  
EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,  
Shanghai.

Sole Agents for Hongkong and China for the

RADIUM-HEIL-GESELLSCHAFT  
m.b.H., Berlin.

[642]

## HONGKONG SHORTHAND

AND TYPEWRITING

BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,  
Manager,  
8, Des Vaux Road Central  
(First Floor).

Telephone No. 650.  
Hongkong, 15th May, 1914. [710]

## NOW READY.

THE EDUCATIONAL DIRECTORY  
OF CHINA, containing (1) a list of  
Schools, Colleges, Universities and Medical  
Schools, in which English or other foreign  
languages are taught; (2) names and addresses  
of the Teachers connected with the above; (3)  
articles by experts of interest to all engaged in  
education, is NOW READY, and may be  
obtained from Messrs. KELLY & WALSH, Ltd.,  
Shanghai and Hongkong; THE METHODIST  
PUBLISHING HOUSE; THE PRESBYTERIAN  
MISSION; EDWARD EVANS & SONS, Ltd., or  
from The Manager, EDUCATIONAL DIRECTORY  
OF CHINA, 48, Kiangse Road, Shanghai.

Price \$2 (or \$1 gold, or 4/2) nett, payable in advance.

[720]

## FOR SALE.

PROPOSALS FOR SALE OF ARMY  
TRANSPORTS—Office of Department  
Quartermaster, Manila, P.I., May 7, 1914.  
Sealed proposals for purchasing from the  
Government the U.S. Transports SEWARD  
and WRIGHT, 1,275 and 871 tons gross,  
respectively, will be received here until 11 A.M.,  
July 7, 1914, and then opened.

Information furnished on application. Envelopes containing  
proposals should be indorsed "Proposals for  
Purchase of Transports," and addressed JNO.  
T. KNIGHT, Col., Q. M. Corps.

[719]

## AUCTION.

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 26th day of May, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a GROWN RENT to be fixed by the Surveyor of the MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regist. No.	Locality.	Boundary Measurements (Approximate)	Contains in Square feet	Annual Rent	Unit Price
1	100	Adjoining Lot 100, Kennedy Road, Kowloon.	80 feet by 144 feet	11,520	\$2	2,380

[716]

## TO LET

## TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FL





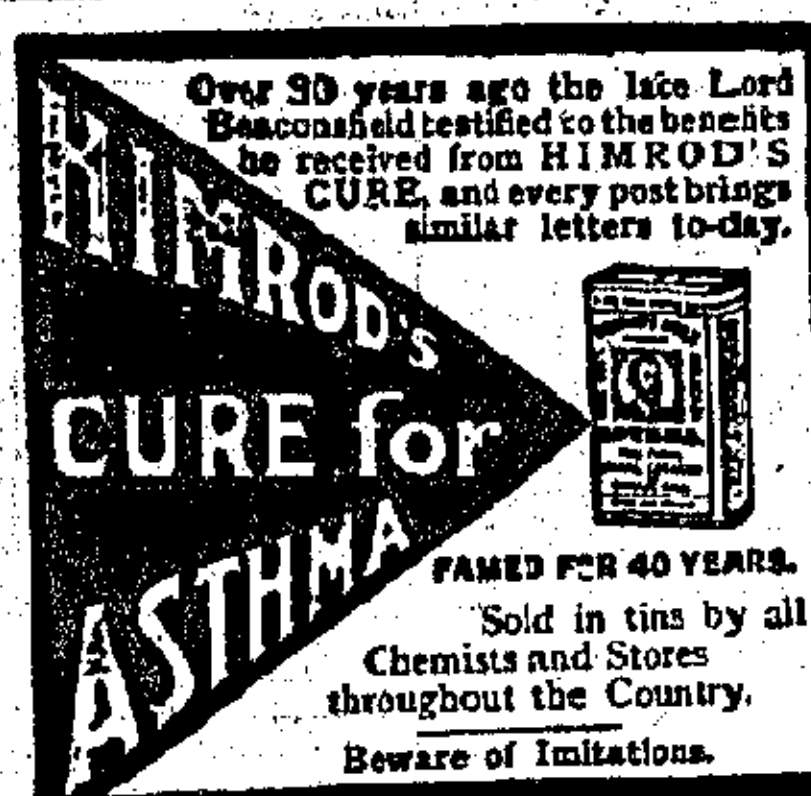
**WAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.  
and from ALL WINE MERCHANTS.



By Appointment to  
H.M. King George V.

*-it must be Boonil*

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken



TO THE MEDICAL PROFESSION.

**MISS MORITA, CERTIFICATED**  
MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.  
Address—**NOMURA HOTEL**,  
15, 16 and 17, Connaught Road.  
Telephone No. 400.  
Hongkong 2nd December, 1913. [1383]

**SINGON & CO.**  
ESTABLISHED A.D. 1880.

**IRON, Steel, Metal and Hardware Merchants.** Wholesale and Retail Importers, General Storekeepers and Ship-chandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).  
Telephone No. 515. [45]

TO LET

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Hongkong, 16th May, 1914. [712]

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Hongkong, 16th May, 1914. [713]

TO LET.

From 1st May, 1914.

**N.O. 104A, THE PEAK, FURNISHED.**  
Apply to—**S. J. DAVID & Co.**,  
Princes Buildings,  
Hongkong, 7th February, 1914. [264]

## HUGE CLEARING HOUSE AT MANILA AND HONGKONG.

The exploitation of the markets of the Orient by the organization of a huge co-operative association of American manufacturers with more than a billion dollars of capital may result, says the San Francisco correspondent of the *Financial Times*, in the commercial supremacy of the United States throughout China if the plan advocated by Mr. Frank D. Mullen, trade investigator from Boston, is accepted by American manufacturers. Mr. Mullen, who went to the Far East to inquire into trade conditions on behalf of Mr. Lewis A. Crockett, the Boston shoe manufacturer, and the National Shoe Manufacturers' Association of America, gave an account of his investigations on his arrival at San Francisco on his way home from the Far East.

In a report to be submitted to those who sent him out, Mr. Mullen will advise a radical departure from the trade methods now pursued by Americans in the Orient. He suggests that manufacturers of all lines of goods should hold a representative conference and organize a huge clearing house, which he recommends should be located at Manila and Hongkong. The conditions arising from the keen competition of British traders makes it necessary, says Mr. Mullen, that American interests should recognize the necessity of changing the present system, which makes it impossible for the Americans to sell goods to the Chinese.

A **GIGANTIC CLEARING HOUSE**.  
"In my report I explain conditions and prove that we have a grand opportunity to capture the bulk of the Chinese trade if we will adopt common-sense methods," said Mr. Mullen. "The clearing house would act for all manufacturers. Warehouses with complete stocks of goods would be maintained, and the trade there would buy for immediate delivery, as the merchant does in the United States. One salesman would handle a dozen or more lines instead of a single item, and the cost of selling goods would be reduced by at least 60 per cent. The present system is impossible. A Chinaman wishing to purchase goods from an American house must order several months in advance, and then he must settle at a New York bank where his bill of lading is issued. Every dollar's worth of goods sold to the Chinese can be collected. The Germans and British know this and give them six months' time in which to pay. The clearing house must have the combined backing of the manufacturers, and longer credit must be extended to buyers. The Chinese want American goods, which are superior to European, and the method I advocate is just what is needed, according to the merchants of the Far East with whom I have discussed the matter."

**PRODUCE FROM THE ORIENT.**  
The foreign trade department of the San Francisco Chamber of Commerce has just reported on commercial negotiations which, should they mature, promise cheaper beef, butter, and eggs for the Pacific Coast. The failure of Californian importers of meat from Australia and New Zealand to supply to the public cheaper meat has caused the Chamber to endeavour to solve the problem of the high cost of living, and the foreign trade department has sought relief in China. It is now proposed to inaugurate a line of refrigerator steamers to China, where the staples of meat, butter, and eggs are said to be produced at their best. The eggs it is proposed to import are from northern parts of China, and do not come in for the criticisms recently made on eggs brought to the Western States of America from that country. A tentative report made by the Chamber points out that these eggs average four to six to the pound, and are raised under the best sanitary conditions. With regard to the beef, the cattle are raised in the Honan and Shantung provinces, which contain many hundred miles of the finest pasturage, and a recent report on it, submitted by a United States Army Officer at Tientsin, was favourable. According to his assertion, the Russians prefer this beef to the Australian variety, and it is said to be probable that American troops in the Philippines will be provided from this source during the coming year. Butter of the best is also made in large quantities in these districts, and a Tientsin firm keeps the refrigerating steamer *Guthrie* plying constantly between that port and Vladivostok with produce. Local produce men in California have become interested in the project, and it is expected that refrigerating steamers will soon be making the regular run between Tientsin and San Francisco.

## TRAGIC DEATH OF AN F.M.S. RAILWAY OFFICIAL.

The death is reported of Mr. E. A. Cook, traffic manager of the F.M.S. railways. He was found lying dead in a long chair in the compound of his house at Kuala Lumpur with a bullet wound in the temple.  
Mr. Cook had been in poor health, the *Malay Mail* says, for some time past. Several of his friends noticed when he returned from leave that he had aged in appearance, and recently he had been suffering from insomnia and mental depression induced by worry concerning the responsibility about to fall on him as acting general manager of the railway, to which in his existing state of health he did not feel himself equal. On the evening of the tragedy he dined out, and on returning, apparently went to bed. Early next morning Mr. Pugh, with whom he was living, enquired as to his whereabouts, and was told that he was sleeping in the garden. On going to look for him Mr. Pugh found Mr. Cook lying in a long chair with a bullet wound in the temple, life being extinct. Mr. Cook left letters which, presumably, were written after he was supposed to have retired to rest.

Mr. Cook, who was nearly forty-five years of age, joined the Perak State railway, as traffic superintendent, at the end of 1892. After ten years' service in the senior State, he received the appointment of traffic manager, F.M.S. railways, which he has held ever since, and he was about to act as general manager during

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[649]

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[1049-2]

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Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.  
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.  
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

### JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.				
YOKOHAMA ARRIVE	Kobe LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	Kobe ARRIVE	YOKOHAMA ARRIVE
—	—	—	—	MANCHURIA	June 12	June 14	June 16	June 18
—	—	—	—	E. OF ASIA	10	14	16	18
—	—	—	—	TEMPO MARU	10	22	23	25
—	—	—	—	NILE	16	22	23	25
—	—	—	—	NIPPON	23	23	1 July	4 July
—	—	—	—	E. OF JAPAN	25	26	2	4
—	—	—	—	MONGOLIA	2	31	2	4
—	—	—	—	MONTEAGLE	1 July 6	8	8	11
—	—	—	—	E. OF RUSSIA	10	17	18	20
—	—	—	—	TEMPO MARU	10	17	18	20
—	—	—	—	PERFIA	11	17	19	21
—	—	—	—	CHUNYU MARU	14	20	22	24
—	—	—	—	E. OF INDIA	23	28	30	1 Aug
—	—	—	—	KOREA MARU	25	31	2	Aug
—	—	—	—	MONGOLIA	2	Aug 2	2	Aug
—	—	—	—	SIBERIA	4 Aug 9	9	11	13
—	—	—	—	E. OF ASIA	5	11	11	13
—	—	—	—	TEMPO MARU	10	20	21	23
—	—	—	—	NILE	16	25	26	28
—	—	—	—	MANCHURIA	10	25	26	28
—	—	—	—	E. OF ASIA	10	25	26	28
—	—	—	—	TEMPO MARU	27	2 Sept 4	4 Sept 6	4 Sept 8
—	—	—	—	NILE	23	4	6	8
—	—	—	—	E. OF RUSSIA	1	11	12	14
—	—	—	—	MONTEAGLE	15	11	13	15
—	—	—	—	NIPPON MARU	15	11	13	15
—	—	—	—	MONGOLIA	16	11	13	15
—	—	—	—	E. OF INDIA	17	22	23	25
—	—	—	—	PERFIA	23	23	1 Oct 2	4 Oct
—	—	—	—	CHUNYU MARU	24	29	3	5
—	—	—	—	E. OF ASIA	24	29	3	5
—	—	—	—	KOREA MARU	30	1 Oct 6	6	8
—	—	—	—	CHUNYU MARU	30	16	17	19
—	—	—	—	CHITO MARU	10	18	19	21



## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained on receipt of bills of lading.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 9.30 A.M.

All Claims must reach us before the 27th May, or they will not be recognized.

No Fire Insurance will be effected by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 13th May, 1914.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the 20th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 18th May, 1914.

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM EUROPE.

## THE Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 26th inst., at 6 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th May, 1914.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

## "NELLORE."

Arrived Hongkong on 15th May 1914, FROM ANTWERP, LONDON, MALTA, POB, SAID SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. KEWITT,  
Superintendent.

Hongkong, 15th May, 1914.

## APIOLINE

(CHAPOTEAU)



## LADIES' SAFETY

PAIN EXPELLER

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to any steel Drops and Penny Royal.

CHAPOTEAU, 8, rue Vivienne, Paris.

Sold by all Chemists.

## ATTACK FROM THE AIR.

POSITION OF UNFORTIFIED  
LONDON.

Colonel Louis Jackson, late R.E., read a paper recently at the Royal United Service Institution on "The Defence of Localities against Aerial Attack." Brigadier-General D. Henderson, C.B., Director-General of Military Aeronautics, was in the chair, and an animated discussion was held upon Colonel Jackson's views as to attacks upon unfortified towns such as London.

After pointing to the recent rapid advance in airships and aeroplanes, Colonel Jackson started with the assumption that in 1917 France and Germany will each have fleets of some 40 or 50 airships, most of which will have a carrying power of 40 tons and a calm weather speed of 60 miles, with a range of 1,600 miles. That assumption was based on the rate at which they were now being built, and on the hypothesis of the continued popularity of the airship.

There was, of course, a strong body of opinion that the day of the airship was already past, because of the coming of the armed aeroplane. That opinion might prevail, though it was not likely to do so until the armed aeroplanes had given some demonstration of their efficiency. The class of military aeroplane that we can expect to have in the near future would have a speed of not less than 75 miles an hour, a range of at least 500 miles, be armed with a crew of two or three, and machine gun. For the latter might be substituted bomb-dropping arrangements, or, if the armour were omitted, a pom-pom.

Accordingly Colonel Jackson argued that in about three years from now a great many of our vulnerable points will be exposed to a possible attack from the air, and that the attack may take the form of large or small bombs, explosives or incendiary, light shells and bullets. These vulnerable points are the "localities" to be defended, and they include such fixed points as would be likely objects of attack, e.g., coast batteries, dockyards, magazines and stores, ammunition factories, oil reservoirs, wireless stations, and great centres of population. Colonel Jackson then passed on to consider the three elements of defence, offence, protection, and concealment, and gave detailed reasons for his belief that on the whole the gun is the most effective defence against aerial attack; that it would not only tend to defeat the attack, but in most cases save it off, a dirigible hovering within 5,000 ft. would be an easy mark.

Having discussed attacks upon the various other vulnerable points mentioned above, Colonel Jackson passed on to consider great centres of population. Of these London was for us the prime object of consideration. General Delacroix, in an article in the *Daily Mail* of September 11th last, wrote: "Even admitting that a Zeppelin were to pass over the English countryside, it is not easy to see what result would be effected, for even in time of war it would not be permissible to drop explosives into unfortified towns." Colonel Jackson proceeded: "I have no wish to be an alarmist or to make anyone's flesh creep, but I am not prepared to accept this dictum, even from so eminent an authority. If a Geneva Convention were sitting now, and the point were to be raised that a capital which is easily accessible to the enemy may claim exemption from attack on the ground that it is unfortified, would not the answer be, 'Yes, provided that it is prepared to submit and not offer resistance to the enemy's armed forces'?" And whether the armed forces takes the form of troops ready to advance, or of the power to destroy resistance by attack from the air, the principle is the same. Can any student of international law tell us definitely that such a thing as aerial attack on London is outside the rules; and, further, that there exists an authority by which the rules can be enforced? It seems to me that we cannot help accepting the fact that in three years or less London will be exposed to the form of attack I have indicated. What is the defence? In the first place, taking into account the size of London, it seems that no system of aerial patrol could prevent an attack by a dirigible balloon. Aeroplanes coming by day might be seen and engaged by our own patrols. As for night attack, I should think that manœuvring over London in the dark would be a dangerous task in present conditions. Perhaps some airman will tell us if it is practicable, and if not, whether it is likely to become so. In brief, however, I do not think that any system of patrolling can entirely prevent aircraft from reaching London. The doing damage by meeting this danger is to provide enough of our own aircraft to make it at least difficult and chancy for the enemy's craft to get through, and to be able to undertake a vigorous offensive. If no measures of actual defence can protect our capital with certainty from a dangerous attack, then the remedy must be found in offence. Armed aeroplanes are the natural balloon destroyers, and I think they should be provided in sufficient numbers to hunt their quarry out of existence.

THE DISCUSSION.

Major-General Arbuthnot, in opening the discussion, said that the real defence against an attack of airships was by aeroplanes. It would no doubt be very difficult to guard against an attack of London by aeroplanes or airships. One great development of aircraft in the future would be the improvement of their engines. He had no doubt that a silent engine would be introduced.

Mr. J. N. Fletcher (Royal Flying Corps) said that flights had been made over London at a very low altitude. There would be no difficulty about the reconnaissance by day for night work. Answering Major-General Barker's inquiry as to the effect upon the aircraft of the explosion of a ton of explosives, he pointed out that directly the explosive was dropped the aircraft would begin to move upwards. By the time the explosive reached the ground the aircraft would be travelling upwards at such a pace

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NATURAL MINERAL WATER  
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**VICHY CELESTINS**  
in bottles and half bottles For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.  
**VICHY GRANDE-GRILLE** For Liver trouble and Biliousness.  
**VICHY HOPITAL** For Indigestion.  
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED  
**VICHY-ETAT PREPARATIONS**  
**VICHY-ETAT SALT** Natural salt from the waters. In tins and bottles.  
**VICHY-ETAT TABLETS** 2 or 3 after meals make digestion easy.  
**VICHY-ETAT COMPOUNDS** to make your own digestive aerated water.

**JOHN & E. STURGE, Ltd.**  
Birmingham (England).  
**PRECIPITATED CHALK**  
(Calc. Carb. Precip.)  
All Grades, from lightest to very dense, to suit all needs.  
**CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.**

that the little extra bump given by the explosion would not hurt it at all.

Colonel Jackson, in replying, expressed the opinion that the War Office and the Admiralty were doing everything they could and were doing it extremely well.

The Chairman said these islands were now within range of both dirigibles and aeroplanes, and it was the duty of those in authority in this country to devise means of defence against these new weapons. But if "the supremacy of the air" meant that we should be as strong as any other Power in the world, if not stronger, there was no reason why it should not be so. But the supremacy of the air could not approximate to anything like the supremacy of the sea. We could not by any system of patrolling protect our coast from aeroplanes moving at a high altitude. What we required was a development of the internal means of communication and very complete arrangements for the concentration of our aerial force in order to intercept any hostile aircraft. These arrangements would certainly take time. They were receiving attention. He was inclined to think that the lecturer had taken a very moderate view of the possible advance of aeroplanes in the next three years. As General Arbuthnot had said that he thought an airship would not come down low enough to get within range, he might say that at the present moment there was no airship existing which could go high enough to get out of range of the anti-aircraft guns that we had already got. By day an airship would not have a dog's chance. The airship by night was a very serious proposition, and it might have to be dealt with by more means than one.

He thought perhaps he must disagree with the lecturer and some of the speakers as to the prospect of the bombardment of undefended towns by aircraft. It was possible to draw a distinction between the occupation of an undefended town and its wanton destruction. To sail an airship over London and to drop bombs here and there would be quite opposed to the ethics of warfare as we at present understood them. Of course an enemy might do it if he thought that the damage to be done was worth the risk and also worth the odium to be incurred. In a discussion of that kind the lecturer was always hampered by the necessity of keeping secret the arrangements made for home defence. There were people present who would not believe that any arrangements were being made for their safety unless somebody got up and detailed the whole of the arrangements to them and to the enemy at the same time. The dangers which Colonel Jackson had pointed out had been the subject of very great consideration, and that consideration would be extended doubtless to others, should they arise.

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# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 20TH MAY, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.

10 p.m. KINSHAN. 6 p.m. FATSHAN.

THURSDAY, 21ST MAY, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.

10 p.m. FATSHAN. 6 p.m. KINSHAN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAIHAN, Tons 2,006.

## HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 24TH MAY, 1914.

The Company's Steamship "HEUNGSHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 558 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted through out by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

### OUTWARD

FOR SHANGHAI, KOBE AND YOKOHAMA. STEAMER V. CIOTAT. On 31st May.

### HOMEWARD

MARSEILLES VIA PORTS. MAGELLAN. On 2nd June, at 1 p.m.

### ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to P. THOMAS, AGENT, QUEEN'S BUILDING.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: FROM HONGKONG: 25th May. "SURAT" FROM COLOMBO: 17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

### PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 1st June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOKYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin, Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, Hongkong, 14th May, 1914.

PHILIPPINES S.S. CO.

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing WED'DAY, 27th May, at Noon.

MANCHURIA " " SATURDAY, 31st June, at 1 p.m.

NILE (via Manila) " " TUESDAY, 16th June, at Noon.

MONGOLIA " " FRIDAY, 28th June, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, swimming tank, Philippine orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, King's Buildings.

Tel. No. 141.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving

"PANAMA MARU" J. Kanno WED'DAY, 27th May, at Noon.

"SEATTLE MARU" T. Saito THURSDAY, 31st June, at Noon.

"MEXICO MARU" N. Kobayashi WED'DAY, 24th June, at Noon.

"CHICAGO MARU" I. Goto

"CANADA MARU" H. Yamamoto

"TACOMA MARU" T. Hamada

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI AND YOKOHAMA.

Calling at MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

"LUZON MARU" T. Miyata FRIDAY, 5th June, a.m.

"JAVA MARU" D. Fuchigami MONDAY, 6th July, a.m.

"INDO MARU" K. Komiya

## CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAIJO MARU" Y. Yamamoto WED'DAY, 26th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIJI MARU" K. Murakami SUNDAY, 24th May, at Noon.

"DAIGI MARU" S. Tokushige SUNDAY, 31st May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSU MARU" K. Hattori WED'DAY, 27th May, at 10 a.m.

FOR CANTON.

Steamer Captain Leaving

"SOSU MARU" K. Hattori FRIDAY, 22nd May.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER, Second Floor No. 1 Queen's Building.

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## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, ENDEN, BREMEN, HAMBURG and NEW YORK

and from MANILA, HONGKONG and JAPAN to

VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Opore, Marseilles, Genoa, and other Mediterranean, Cevantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

For SHANGHAI, KOBE AND YOKOHAMA

Steamship To Sail

"SEGOWIA" 28th May.

"FREUSSEN" 8th June.

"SIBERIA" 18th June.

"C. FERD. LARISZ" 3rd July.

"SENEGAMBIA" 17th July.

"SCANDIA" 27th July.

"ALEXIA" 14th Aug.

"SAKONIA" 10th June.

"ANDALUSIA" 4th Aug.

"SITHONIA" 9th Sept.

"BRISGAVIA" 26th May.

"ALTMARK" 28th May.

"BRASILIA" 5th June.

"FUEST BUELOW" 5th June.

"WUERSTENBERG" 15th June.

"SUEDEMARK" 26th June.

"SEGOVIA" 4th July.

"GOLDENFELS" 13th July.

"FREUSSEN" 15th July.

"EMDEN" 23rd July.

"SIBERIA" 25th July.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa, 12,500	12,500	WED'DAY, 30th May, at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	ATSUTA MARU Capt. Irizawa, 16,000	16,000	WED'DAY, 3rd June, at 10 a.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. K. Asakawa, 12,500	12,500	TUESDAY, 2nd June, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KUMANO MARU Capt. K. Soyoda, 9,800	9,800	WED'DAY, 3rd June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. Sekine, 13,500	13,500	WED'DAY, 1st July, at Noon.
KOBE and YOKKAICHI	CEYLON MARU Capt. Naguchi, 12,000	12,000	THURSDAY, 30th May.
KOBE and YOKOHAMA	COLOMBO MARU Capt. Kawashima, 5,000	5,000	THURSDAY, 21st May.
NAGASAKI, KOBÉ and YOKOHAMA	KANAGAWA MARU Capt. Tozawa, 12,500	12,500	FRIDAY, 22nd May.
KOBE and YOKOHAMA	TANGO MARU Capt. Sekine, 13,500	13,500	TUESDAY, 2nd June, at 5 p.m.
	MIYAZAKI MARU Capt. Yamawaki, 16,000	16,000	WED'DAY, 30th May, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBÉ Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 232 and 1241

T. KUSUMOTO, MANAGER.

[3-9-1]

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leave	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
p.m. Thurs.	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON	LES	
May 14	INDIA	May 19	May 23	MOBEA	June 20	June 25
May 28	DEVANHA	June 2	June 6	MALOJA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDATIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION OF Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

### FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £85. Return £97.	Accommodation Single £61. Return £69.
2nd Saloon "B"	" " " £59. " £69.	" " " £40. " £46.
1st Saloon "A"	Accommodation Single £61. Return £69.	Accommodation Single £51. Return £57.
2nd Saloon "B"	" " " £40. " £46.	" " " £28. " £33.







# Hoehn Extra Dry

South American

OBTAINABLE FROM

**KARL BRANDES,**  
No. 2, PEDDER STREET.

Hongkong, 18th May, 1914.

[36-22]



## NATURA MILK

**BEST  
STERILIZED  
MILK**  
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 18th May, 1914.

[36-45]

## CH. WEISS, TROSSINGEN

MANUFACTURER OF

## MOUTH ORGANS.

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 18th May, 1914.

[36-43]

### POST OFFICE NOTICE.

The *Koncho*, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 29th ult., is due to arrive here to-day.

The *Devanhi*, with the ENGLISH MAIL, left Singapore on Saturday, the 16th inst., at 11.30 a.m., and is due to arrive here to-morrow, at 6 a.m. This packet brings the Parcel Mail closed in London for despatch by the all sea route on the 15th ult. and for despatch overland on the 21st ult.

The *Luotow*, with the AMERICAN MAIL of Manchuria, is due to arrive here on Tuesday, the 26th inst.

Chinese Registered Correspondence will not be delivered on a signature only. The Chief of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Straits and Ceylon	<i>Kafo Maru</i>	Wednesday, 20th, 9.00 A.M.
Bangkok	<i>Opeland</i>	Wednesday, 20th, 9.00 A.M.
Pakhoi and Haiphong	<i>Sungking</i>	Wednesday, 20th, 9.00 A.M.
*Chingwaiteo	<i>Harding</i>	Wednesday, 20th, 9.00 A.M.
Japan via Kobe	<i>Miyasaka Maru</i>	Wednesday, 20th, 10.00 A.M.
Swatow, Amoy and Foochow	<i>Kafo Maru</i>	Wednesday, 20th, 1.00 P.M.
Philippine Islands	<i>Tean</i>	Wednesday, 20th, 2.00 P.M.
Swatow	<i>Haimun</i>	Wednesday, 20th, 2.00 P.M.
Saigon	<i>Rupel</i>	Wednesday, 20th, 3.00 P.M.
*Shanghai, *North China & *Japan via *Moj	<i>Rangoon Maru</i>	Wednesday, 20th, 4.00 P.M.
Sandakan	<i>Rajah</i>	Wednesday, 20th, 5.00 P.M.
Fort Bayard, Haiphong and Pakhoi	<i>Hue</i>	Thursday, 21st, 11.00 A.M.
*Shanghai and *North China	<i>Luchow</i>	Thursday, 21st, 3.00 P.M.
Japan via Milko and Kobe	<i>Dunera</i>	Thursday, 21st, 3.00 P.M.
*Shanghai and *North China	<i>Wooan</i>	Thursday, 21st, 5.00 P.M.
Japan via Kobe	<i>Kanagawa Maru</i>	Thursday, 21st, 5.00 P.M.
Swatow, Amoy and Foochow	<i>Haiyang</i>	Friday, 22nd, 10.00 A.M.
*Fremantle, W.A.	<i>Suisang</i>	Friday, 22nd, 11.00 A.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	<i>Devanhi</i>	Friday, 22nd, 11.00 A.M.
[To make connection with the Dalat steamer leaving Shanghai on Wednesday, the 27th inst., at noon.]		
Straits and India via Calcutta	<i>Dilwara</i>	Friday, 22nd, 2.00 P.M.
Philippine Islands	<i>Zafiro</i>	Friday, 22nd, 3.00 P.M.
Swatow, Amoy, Ceylon, ADELPHI, WASSMAN, ADELPHI, INDIA, ADMIRALTY, and EUROPE via BANGKOK (Late Letters 11.00 to Noon, Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 22nd inst., at 5 p.m.		
Philippine Islands	<i>Loongang</i>	Saturday, 23rd, 1.00 P.M.
Japan via Yokohama	<i>Japan</i>	Saturday, 23rd, 3.00 P.M.
*Shanghai and *Tientsin	<i>Cheongshing</i>	Saturday, 23rd, 5.00 P.M.
*Shanghai and *North China	<i>Koongshing</i>	Saturday, 23rd, 5.00 P.M.
*Shanghai, *North China and *Japan via *Kobe	<i>Namang</i>	Saturday, 23rd, 5.00 P.M.
*Shanghai and *North China	<i>Waihsing</i>	Saturday, 23rd, 5.00 P.M.
*Shanghai and *Tientsin	<i>Huechow</i>	Saturday, 23rd, 5.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	<i>Kandow</i>	Saturday, 23rd, 5.00 P.M.
[To make connection with the Tsingpu train leaving Shanghai on Thursday, the 28th inst., at 8 p.m.]		
Swatow	<i>Haimun</i>	Sunday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	<i>Swatow</i>	Tuesday, 26th, 10.00 A.M.
Straits and India via Calcutta	<i>Luchow</i>	Tuesday, 26th, 1.00 P.M.
Philippine Islands	<i>Chinhua</i>	Tuesday, 26th, 3.00 P.M.
*Shanghai and *North China	<i>Shanghai</i>	Tuesday, 26th, 3.00 P.M.
Japan via Kobe	<i>Yatsing</i>	Tuesday, 26th, 5.00 P.M.
Haiphong and Pakhoi	<i>Kaifong</i>	Wednesday, 27th, 8.00 A.M.

\* Specially superscribed correspondence only.

### TO-DAY

4 p.m.—Hippodrome Circus at Causeway Bay.

### TO-NIGHT

9.15 p.m.—Hippodrome Circus at Causeway Bay.

### FORTHCOMING EVENTS.

Tuesday, 26th May—5 p.m.—Auction of Crown Land at Kennedy Road, by Public Works Dept.

Wednesday, 27th May—Noon—Peak Tramways Co., Ltd., Meeting of Shareholders.

Thursday, 28th May—12.30 p.m.—The "Star" Ferry Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Office.

Friday, 29th May—

2 p.m.—The Pan Hing Hotel Co., Ltd., Extraordinary General Meeting at Messrs. U. Ramjahn & Co.'s Office.

Thursday, 4th June—

11.30 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

Thursday, 4th June—

11.15 a.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

### ON SALE.

**BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913.** With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 18th May, 1914.

### COMMERCIAL

### CLOSING QUOTATIONS.

May 19th	
On LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Back Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, at 4 months sight	111 1/2
On PARIS—	
Bank Bills, on demand	244
Credits, at 4 months sight	249
On GERMANY—	
On demand	198 1/2
On NEW YORK—	
Bank Bills, on demand	47 1/2
Credits, at 60 days sight	48 1/2
On BOMBAY—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
On CALCUTTA—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
On SHANGHAI—	
Bank, at sight	74
Private, 30 days sight	74 1/2
On YOKOHAMA—	
On demand	94 1/2
On MANILA—	
On demand—Pesos	95
On SINGAPORE—	
On demand	62 1/2
On BATAVIA—	
On demand	127
On RAIPUR—	
On demand	100
On SAIGON—	
On demand	100
On BANGKOK—	
On demand	100
SOVEREIGNS, Bank's Buying Rate	\$10.25
GOLD LEAF, 100 fine, per tola	\$53.90
SILVER, per oz.	26 1/2

### SUBSIDIARY COINS.

Hongkong... 20 cents pieces... \$ 8.00 discount.

Hongkong... 10 " " " \$ 9.60 " "

### MAILS VIA SIBERIA.

London	Due
May 1st	May 16th
May 2nd	May 16th

### ASK

### SPECIALLY

FOR

## MACKIE'S

# WHITE HORSE

## WHISKY.

**LANE, CRAWFORD & CO.,**

SOLE AGENTS.

### HEART

### TONIC

DIGESTIVE  
AND  
NON-GOUTY.

\$20 DOZ.

INCLUDING

DUTY.

### SHARE LIST.—QUOTATIONS.

HONGKONG, 19th MAY, 1914.

Stocks.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$210, sellers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12 all	\$12, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4.10, sellers	
China Provident Loan and Mortgage Co., Ltd.	50,000	\$1 all	\$3, sellers	7 1/2 p.c.
<b>COTTON MILLS.—</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	\$10 all	\$12.15, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$3, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$3 1/2, buyers	5 p.c.
<b>DOCKS AND WHARVES.—</b>				
Hongkong Wharf & G. Co., Ltd.	60,000	\$50 all	\$81	5 p.c.
Whampoa Dock Co., Ltd.	50,000	\$50 all	\$61, sal. & buy.	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63 all	\$48 1/2	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	\$100 all	\$100	
Shanghai and Hongkong Wharf Co., Ltd.	35,000	\$100 all	\$100	
Green Island Cement Co., Limited	400,000	\$10 all	\$6.15, sales	
Hongkong Electric Co., Limited	60,000	\$10 all	\$42, sal. & sol.	4 p.c.
Hongkong Hotel Company Limited	20,000	\$50 all	\$123 1/2	5 p.c.
<b>MANUFACTURING.</b>				
Manila Metropolitan Hotel, Limited	15,000	\$10 all	\$38, sellers	
Hongkong Ice Company, Limited	60,000	\$10 all	\$100, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$5 all	\$22 1/2, buyers	9 1/2 p.c.
Hongkong South China Steamship Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	\$5 all	\$8	
Hongkong Tramway Co., Ltd.				
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$310, x. div.	5 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$145, sal. & buy.	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$368 1/2, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15 \$5	\$140, sellers	
Union Insurance Society, Limited	12,400	\$250 \$100	\$765, sal. & buy.	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100 \$50	\$194, sal. & buy.	
<b>LANDS AND BUILDINGS.—</b>				
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$112, sal. & buy.	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	50,000	\$100 \$75	\$300	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$7 1/2, sales	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$43	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	\$10 all	\$10	
West Point Building Co., Limited	12,500	\$50 all	\$72 1/2, buyers	5 1/2 p.c.
Mastheadspire, tot. Milne, Beach-on Landowner exploitation in Langkat	250,000	\$10 all	\$10	
<b>MINING.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$38 1/2, sellers	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$1 all	\$2 1/2	
Raub Australian Gold Mining Co., Ltd.	300,000	\$1 all	\$3, sellers	
Tronoh Mines, Limited	160,000	\$1 all	\$16	
Peak Tramways Co., Limited	25,000	\$10 all	\$104, sales	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10 \$1	\$0.93, sellers	
Palpas et Papeteries de Tonkin Societe des	13,200	\$50 all	\$20, sellers	
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100 all	\$30, sales	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$28	
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$81	
Douglas Steamship Co., Limited	20,000	\$50 all	\$31, sellers	5 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15 all	\$27	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5 all	\$67 1/2, L'don	6 p.c.
Shell Transport and Trading Co., Ltd.	2,500,000	\$1 all	\$103 1/2, buyers	3 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10 all	\$48, sellers	
South China Marine Post, Limited	6,000	\$25 all	\$20	
Steam Navigation Company, Limited	20,000	\$5 all	\$450, buyers	
<b>POWELL, WM. LIMITED.</b>				
Watson & Co., A. S. Limited	15,000	\$7 all	\$31	4 p.c.
Union Waterboat Co., Limited	90,000	\$10 all	\$3, sales	
	50,000	\$10 all	\$20, sellers	5 1/2 p.c.

Loans Amount Value Interest Quotation

Imperial 1896 Tls. 787,200 Tls. 250 7 1/2 p. annum Par.

VERNON & SMYTH, Share Brokers.

### The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

## Bouton Rouge

## Felucca

## EGYPTIAN CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacco-nists at the most reasonable prices.

A Luxury  
to the Man of Taste

Sole Agents:  
British-American Tobacco Co., Ltd., Hong Kong.

\$2.10 per 50's tin.

\$1.40 per 50's tin.

SMOKERS OF THE MASPERO BRANDS OF EGYPTIAN CIGARETTES  
ARE ALWAYS SATISFIED.

## MILKMAID RICH THICK CREAM

(Which can be Whipped but cannot be Beaten).

## SIMPLY PURE CREAM.

Packed in Three Sizes of Tins:—

1 1/2 oz., 5 1/2 oz., 4 oz., nett weights.

Obtainable from:—

MESSRS. LANE, CRAWFORD & CO.

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THE FRENCH STORE.

THE SINCERE CO.

## KEEP COOL!

IT'S QUITE EASY EVEN IN THIS

WEATHER, IF YOU INSTAL A

## "FREEZOR FAN"

3 SPEEDS VARYING FROM A GENTLE

BREEZE TO A TYPHOON.

Suitable for

HONGKONG, KOWLOON, CANTON and MACAO.

SURPASSES ALL

OTHER TYPES.

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ELECTRICAL AND MECHANICAL

ENGINEERS

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"If a man can write a better book, preach a better sermon or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten track to his door."—EMERSON.

## THE DISTILLERS' COMPANY, LTD. DRY AND OLD TOM LONDON GINS.

THE "SHIELD"

TRADE MARK.

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